

Today's Advertisements.

HONGKONG RIFLE ASSOCIATION.

A SPOON COMPETITION will be held on SATURDAY, the 30th instant commencing at 3.30 P.M.
Rangefire 200, 300 and 600 yards.
5 shots and one lighter at each range.
Entrance fee 30 cents.
All Shooting Members are requested to attend in view of a series of matches which are being arranged.
Gentlemen wishing to join the Association are requested to send their names to the undersigned.

M. S. NORTHCOTE,
Hon. Sec.
Hongkong Club, 28th July, 1898. [35]

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE.

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held at the COMPANY'S HOTEL on THURSDAY, the 18th August, at Noon, for the Purpose of Receiving a Statement of Accounts of the Company to the 30th June, 1898, with the Report of the Directors, and to discuss any matters that may be competently brought before the Meeting.
The TRANSFER BOOKS of the Company will be CLOSED from the 5th to the 18th August, both days inclusive.
By Order of the Board,

C. MOONEY,
Secretary.

Hongkong, 28th July, 1898. [194]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

"HUNAN."
Captain Fraser, will be despatched as above on SATURDAY, the 30th instant, at Noon.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 28th July, 1898. [195]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SOURABAYA.

"SHANTUNG."
Captain Frampson, will be despatched as above on SATURDAY, the 30th instant, at 5 P.M.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 28th July, 1898. [1900]

Intimations.

DAKIN, CRUICKSHANK & COMPANY,
VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRUICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.
Special terms to Hotels, Clubs, Messes and other Large Consumers.
Any complaints should be addressed to the Manager.
Hongkong, 28th March, 1897. [30]

TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG TELEGRAPH" ARE MOST RESPECTFULLY REMINDED THAT ALL SUBSCRIPTIONS MUST BE PAID IN ADVANCE.



A. S. WATSON & CO., LIMITED.

MANUFACTURERS OF

AERATED WATERS.

AERATED WATERS of our manufacture are sold throughout the Far East and are invariably preferred on account of their excellence.
ABSOLUTE PURITY is guaranteed.
The best materials only are used.

THE PRICES are only half those charged in England.

WATERS MANUFACTURED BY US are acknowledged by the leading English makers to be equal to those of their own production.

SIR EDWARD FRANKLAND, K.O.B., D.O.L., F.R.S., &c. the greatest living authority on Water, reports as follows on the water as prepared and used by us in our manufacture:—

"It possesses an extremely high degree of organic purity and is of most excellent quality for drinking."

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

Hongkong, 18th June, 1899. [7]

BIRTHS.
At Chelsea, on the 7th of July, 1898, the wife of J. W. INNOCK, I.M. Customs, of a son.
At 51, Serchen Road Shanghai, on the 27th inst., the wife of WILLIAM BATES, of a daughter.

DEATH.
At the General Hospital, Shanghai, on the 20th of July, 1898, ANNA, widow of the late Paul O'Brien Twigg, aged 70 years.

The Hongkong Telegraph

HONGKONG, THURSDAY, JULY 28, 1898.

PEACE.

The Spanish-American war, which experts predicted could not last for more than a month, has dragged its somewhat weary course through no less than three months already, but now the end really appears to be within measurable distance. Reuter informs us, in a special telegram, that the Spaniards are formally suing for peace through the French Ambassador at Washington. It now only remains for the United States to inform Spain of the conditions upon which peace will be granted and for Spain to accept them and the Spanish-American war will have become a thing of the past.

What the conditions of peace are likely to be can at present only be guessed at, but it seems probable from recent publications to hand, that the United States will demand the freedom of Cuba and the concession of Puerto Rico, while Spain will probably be called upon to pay an indemnity sufficient to cover the expenses of the war, or at least a part of them. Of course there remains the question of the disposition of the Philippines, but this appears to be so complicated a subject that for the present we prefer to postpone the discussion of it. A great deal hangs upon the question as to whether Manila is now American or Spanish, for the Americans are we believe inclined to regard the capture of that city as the virtual capture of the whole Philippine Archipelago, and so may demand a ransom; while, if Manila has not fallen before peace is concluded there are many perplexing questions to be taken into consideration.

REUTER'S MESSAGES.

THE CONDITION OF CUBA.
LONDON, July 26th.
A Cuban petition demands the immediate establishment of a Cuban republic.

SPAIN.
There are indications of a disturbed feeling in Spain, troubles have broken out at Granada, and armed bands have made their appearance in other districts.

THE SPANISH-AMERICAN WAR.
The Americans are reported to have landed at Ponce in Porto Rico on Monday last.

HAWAIIAN ISLANDS TO BE FORTIFIED.
The United States will fortify Honolulu making it one of the strongest military posts in the Pacific. Barracks will be built to accommodate a large force.

NEW GOVERNOR-GENERAL FOR CANADA.
Earl Minto has been appointed Governor-General of Canada.

THE SPANISH-AMERICAN WAR.
SPAIN SUES FOR PEACE.
Spain has formally sued for peace through the French Ambassador at Washington. President McKinley will consult the Cabinet before replying.

TYPOON WARNING.
The Observatory report to-day says:—On the 27th at 6.15 p.m.: Black South Clouds boiled. On the 28th at 10.55 a.m. Typhoon South of Gap Rock, approaching the coast to the West of Macao. Fresh, possibly strong, E. to S.E. gale with rain squalls, probable in the harbour.

LOCAL AND GENERAL.

The Cinematograph Co.'s matchless weathered the storm last night very well and displays are given as usual. It is a capital show and a visit can well be recommended.

OWING to the unfavourable weather, the Team Race and Water Polo Match in costume, arranged for this afternoon at the V.R.C. has been postponed until further notice.

MESSRS. Wardrop and Wetherill have left Shanghai for the S.E. Promontory in order to survey the wreck of the steamship *Amavara* prior to her sale by order of the Court.

A WATER-POLO match will be played between K.O.R. No. 1 and No. 2 teams to-morrow afternoon at the V.R.C. This game will conclude the first round in the Water Polo League.

SILBERMANN'S Anatomical Museum continues to attract interested crowds of spectators at No. 61, Queen's Road, and the artistic and life-like finish of the specimens is much admired by both Europeans and Chinese alike.

The circulation of the *Daily Chinese Progress* has been forbidden in the French Concession on account of an extra published about the Nig. o Guild trouble. Detectives are posted at all the bridges on the Yangkingsang to seize all the copies of this paper.

The chief engineer of the steamer *Hot Tong* admitted to a charge of assaulting his boy at the Police Court to-day but added that the offence was committed under great provocation, the boy making use of filthy language. He was ordered to be bound over in the sum of five cents to keep the peace for one day.

On the 22nd inst. the yacht *Merlin* when off the French man-of-war *Belouze* at Shanghai capsized and the occupants were thrown into the water. Two sampans put off to the rescue. Messrs. Butterfield and Swire's steam launch took the yacht in hand and she was towed into shoal water where she was righted.

THE BAND OF THE K. O. L. REGIMENT will play the following programme at the Officers' Mess to-morrow, commencing at 8 p.m.:—
Overture: La Due D'obence.
Trottoir: Les Deux Alpines.
Polka: Les Deux Alpines.
Trottoir: Les Deux Alpines.
Polka: Les Deux Alpines.
Trottoir: Les Deux Alpines.
Polka: Les Deux Alpines.
Trottoir: Les Deux Alpines.
Polka: Les Deux Alpines.

News received in Shanghai on the 27th inst. by some local resident Filipinos to the effect that Manila had capitulated, on the 18th it was said. Exactly how the intelligence got there it were hard to conceive, the recipients merely saying that it was by an "underground" route. They further state that very serious disagreements have occurred between Admiral Dewey and five of the rebel leaders, but at present they are unacquainted with the details of the trouble.

We regret to hear that a rather serious accident occurred on board the steamship *Pathos* recently as she was lying at the wharf at Shanghai preparing to go to sea. The main boiler door of one of the main boilers blew out and the escaping steam and water scalded the Chief Engineer, Mr. Wilson very seriously. The third engineer was also injured. Dr. Borgo was summoned and was promptly in attendance, and after applying dressings and restoratives sanctioned the departure of the injured men with their vessel.

WILLIAM GRIMSHAW, Private of the King's Own Regiment, was charged at the Magistrate's today at the instance of Inspector McEwen of the Naval Yard Police, with cruelly ill-treating a dog by throwing it from the window of the barracks. Defendant admitted the charge. It appears that the dog was thrown out of the second story window at 3 a.m. and howled till 10 when defendant came down and clubbed it to death. Commr. Hastings inflicted a fine of £5 in default six weeks' imprisonment. Defendant took the latter alternative and went to goal.

SEARANT Scott prosecuted a Chinaman to-day for selling refreshments during prohibited hours. Mr. Hastings appeared for the defence. On the 26th at 2.30 a.m. the Sergeant went to defendant's matched near Bay View and there saw several men and women (Chinese) being served with coffee and biscuits. Being a holder of a license on which the conditions were clearly expressed, he had no excuse for this offence. Fined \$45 or six weeks. Another Chinaman, Valley Road, was charged with a similar offence, and Mr. Gedgo who appeared on behalf of the defence, admitted the charge and said that defendant was not a holder of a license and therefore, was ignorant of the conditions. Fined \$1.

THE GALE.

The hoisting of the red cone yesterday caused a stir amongst the smaller craft in the harbour, and when it was replaced at about 5.15 p.m. by the black signal all available launches were quickly in requisition for towing purposes, and junk, cargo boats, and sampans were towed away to places of safety well into the night, when the harbour presented a very deserted appearance. During last night there was a fresh gale blowing with heavy squalls, and this morning and throughout the day the passage of the harbour for those whose business necessitated their undertaking it was by no means pleasant, while the ferry launches evinced a desire to either spring overboard or to be wrecked on the opposite mainland, while the rest veered out cable and got up steam in readiness for all emergencies. At one o'clock this afternoon the topmasts and yards of the flagships at the Peak, Kowloon Point and the Harbour Office were sent down. So far we have heard of no damage being done, simple warning having been given by the Observatory to enable a small craft to get into shelter.

Along Praya East the spray was flying well over the road this afternoon and it was impossible to pass without a wetting. Quite a crowd collected at Pender's Wharf to watch the arrivals of the ferry boats, the gales globe-trotter being well in evidence, but few of them appeared inclined to risk a trip across.

SANITARY BOARD.

A meeting of the Sanitary Board was held this afternoon. Present:—Dr. J. M. Atkinson, Mr. F. H. May (Captain Superintendent of Police), Mr. R. D. Ormsby (Director of Public Works), Dr. F. Clark (Medical Officer of Health), and Mr. Brewin (Acting Registrar General).

The minutes of the last meeting were read and confirmed.

SALE OF POISONS.
Draft by-laws for regulating the sale of poisons were read.
The President moved that these by-laws be now made by the Board and they be forwarded to the Colonial Secretary.

TROUGH CLOSURE IN KENNEDY ROAD.
An application for permission to erect trough (water) closets at the new married quarters to be erected on Kennedy Road by the Military Authorities, adjourned from last meeting, was further considered.

The Vice-President: I beg to move that the Board refuse the application because the premises do not fall within the category of buildings in which the Board has agreed in the past to admit the introduction of water closets.

The Medical Officer of Health seconded.
The Director of Public Works spoke at great length opposing the Vice-President's motion.

The President, Vice-President and Medical Officer of Health voted for and the Director of Public Works and the Acting Registrar General, against the motion.
Carried.

THE PLAGUE SEARCH PARTIES.
A report by the Hon. F. H. May concerning the search parties of Police employed during the recent epidemic of bubonic plague, was laid on the table.

The President moved that the Hon. F. H. May be thanked for his services during the plague epidemic here.
The Director of Public Works seconded.
Carried.

DEFERRED FROM LAUNDRYMEN.
This was also adjourned from last meeting for further consideration.

The President said that the laundrymen objected to there being only one caretaker in the premises. He moved that the by-law be amended to allow two caretakers to remain in the premises.
(Left Sitting.)

A SAILOR'S LIFE.

A curious phase of life in the merchant service was illustrated at the Harbour office to-day when William Alfred, ordinary seaman-charged Captain E. Beveridge, master of the British ship *Y. P. Troop*, with assault. Comd. R. M. Ramsey was on the bench and Mr. O. D. Thomson appeared for the prosecution while Mr. M. W. Slade was for the defence.

The complainant stated that he joined the vessel at Newcastle, N. S. W. in February last for a voyage to Manila with coal. After a few days at sea he was deserted from A.B. to ordinary seaman. At Manila on May 23th they had discharged their coal into the U.S.S. *Olympia* and were taking in ballast from a lighter. The captain used abusive language to them and said that if they did not work harder they were to come on deck Alfred and another man replied that they could not work harder in the scorching sun. The captain threatened to put them in irons and they asked to see some authority or naval officer to learn whether he had power to do so. The Captain said he was the only power they could see. He said "If you don't go to work I'll put you in irons." Complainant and the other man told defendant it was impossible to work faster. He then put them in irons. Armstrong, the other man was put in the lazarette and complainant stood by the mizen mast, where he stayed for an hour and a half. The Captain refused him a drink of water and to let him change his wet clothes. When the Captain went below witness went forward to get a drink and the defendant came after him and ran him to the poop, where he hit him with his hand to a boat lashing. Then the captain had a row with the mate and told complainant he was a dangerous man. After this defendant stood witness by his left wrist to an awning stand. His arm was sore at the time and he was left there all night. He could not reach the deck with his shoulders. Only his feet could touch the deck. A little after 6 p.m. next day witness was put in the lazarette. On May 29th he sent a letter to the Captain he was sick through wearing wet clothes and the Captain laughed and called him a liar and said he was only pretending about his arm. The men were not allowed to consult any authorities and the two never were asked to turn to after being being put in irons. In answer to Mr. Slade complainant said he had hurt his arm in the lazarette. He was in irons for three days. The captain thought it was broken. He with a mate put it in splints which complainant wore for three days. The doctor of the *Olympia* saw the limb at Manila. At sea complainant took his wheel, helped at the pumps and kept all his look-outs. The doctor gave him some liniment for his arm but did not say he should turn to. Shortly after he did turn to, acting as night watchman. He was not lying down on the lighter. One of the irons was round his wrist and another was shackled to his waist. He was taken to the lazarette on the poop rail. An entry in the log book about the ironing was read to complainant by the Captain the day after the affair. He was released on June 4th and went to work next day as he was too ill before.

W. Housemann, Robt. Youle, and Joseph Cruse members of the crew gave corroborative evidence. The first of the three said he had shipped for three years some months ago and had got his discharge, receiving his wages short by one month. The Captain said he would not pay him unless he gave up a month's wages. He did not tell the Shipping Master because the Captain told him not to do so.

A cross motion against the complainant in the above case was next heard, the alleged offence being disobedience of lawful orders in Manila Bay on May 23th.
Capt. Beveridge gave evidence that he shipped the defendant at Newcastle. In bad weather he injured his left arm and complainant put it in splints. This was about two months from Manila and complainant told him he need do no work except keep a look-out and help at the pumps. He was not forced to do more than that. He was able with one arm. Complainant told him he got the doctor of the *Olympia* to attend to defendant and he was put to work a few days after. The crew were put to work at loading ballast and complainant said there was no work done for about 15 or 20 minutes. This was the fourth day taken in loading 110 tons of ballast. He went to the ship's side and saw no one working. The men were lying down. Witness told the men to go to work and the Captain said he would let it go as hard as possible. Armstrong and Alfred said they would not work any more and when told they would be put in irons they said "All right." They were then locked and Armstrong was placed in the lazarette and Alfred on deck. He saw the latter going forward and brought him back, and shackled him to a ringbolt. Afterwards he shifted him further aft, where complainant could see him. Complainant said he had seen him and shackled him to the top of the poop rail, about 3 feet high. The irons were about 18 in. long. He asked to see some one in authority. He (complainant) had had some trouble before. He had been to the court and told him that under the circumstances prevailing at the time he should maintain discipline the same as if at sea. He saw the counsel after ironing, the men and was told he should have to keep them in irons. This he forgot to place in the log. He only saw one officer at the time and he was off duty. Complainant told Capt. Chester, of H.M.S. *Immortalist*, about the men being in irons and also that the men wanted to see the Consul. The naval officer took no steps. Manila was very hot on May 27th. Natives had been employed discharging the coal cargo. He told the two men that they could not see the Consul and that they should wait till next day. It was not until he was surrounded by them that he proceeded against them.

A witness gave evidence as to the men being in irons.
Comd. Ramsey said Alfred had practically refused duty but had been sufficiently punished at the time and would not be punished further. For the assault a fine of \$5 was imposed.

THE "JEAN BART" COLLISION.

The French man-of-war *Jean Bart*, while entering Woosang at midnight on 20th inst., collided with the Hawaiian sailing ship *Hilka Brewer*. The latter vessel was lying at anchor at the time, near the Red Buoy. The *Jean Bart* appears to be considerably damaged on the starboard side, forward of the second barbet, the upper part of the deck protection or bulwarks being completely stove in, the boat smashed just above this, also the massive iron davits, carried away—the boat having been crushed to splinters and the davits broken off at their sockets. The after funnel collapsed and is a complete wreck being broken off with the shock of the collision. From all that can be learned at present about the *Hilka Brewer* it appears she is much damaged, her forehold being full of water, and she is lying outside the Red Buoy at Woosang. Captain Maham of the sailing-ship, who was in Shanghai at the time, went down this afternoon.—*Mirror*.

HOW DEWEY OBTAINED MAPS.

It transpires that a Spanish effort to entrap United States Consul Williams at Manila shortly before Dewey's great victory utterly failed. The Spanish Governor at Manila maintained to the last moment that there would be no war and urged Williams to remain. But the Consul had business elsewhere. He had secured splendid maps of Manila and its harbours and was anxious to place them in the possession of Commodore Dewey. The British Consul assumed charge of American interests and Williams left.

THE HANKOW FIRE.

July 18th.
Last evening at 9.30 a fire broke out in the servants' quarters situated at the back of the premises occupied by Messrs. A. S. Watson & Co., Ltd. The Fire Brigade was quickly on the scene, and three copious streams were employed from the Municipal steam fire engine.

Great assistance was rendered by the native fire engines, and especially by the floating steam fire engine belonging to the China Merchants' S. N. Co. A salvage party was promptly landed from H.M.S. *Albatross* the members of which acquitted themselves in the most praiseworthy manner; it is to be regretted that one blue-jacket was injured by a fall, which at first appeared to be of a serious nature, but the man is now reported to be doing well and likely to completely recover.

Valuable assistance was also rendered by volunteers from amongst the residents and the shipping fleet.

It was evident from the outbreak that the Dispensary was doomed, and all efforts were therefore concentrated on the adjoining building, which were only saved by the most strenuous exertions. At 11.30 p.m. the fire was completely under control. Fortunately there was no wind, otherwise a very much more serious conflagration might have resulted.

The building was situated at the south corner of the Bund, facing the British Consulate. Considering that we have not had a drop of rain since the 23rd of June, the inflammability of an old building, with much wood-work about it will be readily understood.

The offices interested are:—
North British and Mercantile.....£15,000
Commercial Union.....£1,000
Hongkong Fire.....£1,000
—N. C. D. News Cor.

THE SHANGHAI WASHERMEN OUT AGAIN.

Says the *Shanghai Daily Press* of the 23rd inst.:—It appears that on account of the rational and perfectly just sentences passed in the Mixed Court upon the rowdy washermen or coolies, that noble band of miscreants, the Washer-men's Guild, has again broken forth and with a proclamation or poster filled to the brim with high falutin has forbidden its members to work.

For this reason the master washermen feel compelled to return all the garments entrusted to them to wash, washed but not ironed, half washed, or in their pristine state of dirtiness. From one of these martyrs to his employers' fancies we learn that he is compelled to adopt this course for fear that his coolies will damage or destroy the articles left with him to be washed, and he therefore hies that his customers will pardon him if he returns their linen just as it is, because he cannot longer be responsible for it.

A very pretty state of things truly, and one that shows just how dependent we are upon the natives with regard to one's every day household affairs.

THE WEI-HAI-WEI AGREEMENT.

A native paper published at Tientsin reports that the agreement under which Wei-Hai-wei has been leased to Great Britain includes a clause to the effect that the British are to occupy the station on the same terms as those which govern the Russian occupation of Port Arthur, and Tientsin. Whenever these two places are returned to China by Russia Wei-Hai-wei shall also be returned by Great Britain. It is further arranged that as Chinese measures have sovereign rights over the new British Naval Station, her warships shall have always equal rights of entry and accommodation with those of the British Navy, even should Great Britain be at war with another Power.

We may add that the lease of Wei-Hai-wei includes a strip of 150 square miles of land on the coast surrounding the harbour, and it has been arranged that outside this strip of ceded territory, there shall be a belt of neutral ground, 15 miles wide, which is not to be occupied in a military way either by China or Great Britain.—*China Gazette*.

A LETTER FROM THE HEAD OF THE NINGPO GUILD.

SHANGHAI, 23rd July, 1898.

To the Editor of the "Shanghai Mercury."
Dear Sir,—With regret, I read the leading article of the *China Gazette* of the 22nd inst., and as my name has been mentioned, I cannot also but to reply to it. The writer of the article has the *Gazette* in very wrong in thinking that I was the leader of all the trouble in the French Concession. I have only to assure that just when the trouble arose, I have used all my efforts with my countrymen to obey the laws of the French Consul, and to preserve peace, which is my only desire. When I heard that a general strike amongst my countrymen is to take place, I was the first man to call a meeting, and requested the Guild to request the Consul to order the people not to strike, because I knew the inconvenience that will put the foreign community. I have done what I can, and successfully, to avoid further trouble, and I think I don't deserve the praise (if) of the *Gazette*.

I have at last, to answer the writer of the *Gazette* and the public at large, that I am in no way connected with the trouble in the French town, nor was I the leader, but, on the contrary, I was against it, and did everything in my power to come to a friendly conclusion.

Thanking you in anticipation for the insertion of this letter.

I am, yours faithfully,

YEH CHINGCHONG.

[Why Mr. Chingchong should send his letter of complaint to the *Shanghai Mercury* was at a loss to conceive, unless it is to give his letter a wide circulation. We publish it the same as we would a letter from anyone else, but we quite concur with all our contemporary says in connection with Mr. Chingchong. At the same time we are glad to learn that Mr. Chingchong used all his efforts to get the Ningpo men to obey the laws of the French Consul and to preserve peace. But we should like to know, if Mr. Chingchong was so anxious to preserve peace, why he was the first to close his own business places.—Ed. S. M.]

THE NINGPO JOSS-HOUSE TROUBLE.

July 21st.

ATTACK ON THE TAOTAI.
The Temple of the Queen of Heaven North Honan Road, whither Taotai Tsai had gone to confer with the visiting provincial officials, was besieged last evening by an enormous crowd of Chinese, all vowing vengeance upon Mr. Tsai, and wanting to drag him out into the courtyard. What they would have done had they caught him cannot with certainty be said, but the Taotai very wisely did not venture out. He telephoned to the Central Police Station for assistance, and at once a strong body of Sikh and foreign police went to the Temple. Here they found the crowd in an excited state, but a plentiful use of the *baton* was quickly followed by a dispersal. Sikhs were stationed at the Temple to guard the Taotai from further mischief, and the deliberations continued in peace. Why the disaffected are so angry with the present Taotai is not quite clear. So far as is known he had nothing whatever to do with the matter personally or officially until the French and Ningpo people came into conflict.

EXCUSE FOR EXACTATIONS.
As was only to be expected, though no valid reason can possibly be given, the Chinese servants and workmen and others are asking and obtaining from weak-kneed persons an increase of wages on account of the strike. This, if it becomes general, should be met by foreigners generally with an uncompromising front. It is not a question of dear rice or scarce cash, but a difficulty which can be got over without costing the natives a single cash.

INTERFERED OFFICIALS.
At the Mixed Court this morning Inspector Ramsey brought up 22 prisoners captured on the scene of the disturbances in Hongkew yesterday in connection with the Ningpo men and the washermen. The Magistrate stated he had received express official instructions not to punish these men, but if absolutely necessary to do so then only in a very lenient way.

Inspector Ramsey said under the circumstances he would ask the Magistrate to remand the case until to-morrow for the attendance of the British Assessor. He stipulated that six months' imprisonment should be imposed upon the spot as it was a serious case in which foreigners not having their washing done, and when the washermen attempted to resume their occupation these rowdies interfered. The Magistrate again stated he had his instructions to inflict only a light form of punishment, as otherwise with a heavy penalty the trouble was likely to be drawn into these Settlements from French town. Inspector Ramsey was most firm and replied that he also had his instructions from the Municipal Council through the Capt. Superintendent of Police and they were to demand that a heavy punishment be inflicted. The case was remanded until to-morrow.

Capt. Pattison, Capt. Superintendent of Police was present, and he will probably attend to-morrow to watch the case.

BETTER SIGNS.
To-day most of the shops opened for business in both Settlements and the French Concession and coolies and artificers began to return to work. The Gas Company's Ningpo men struck for half a day only and returned to work quite contentedly next day. The strikers are not Ningpo men, hence no dislocation of business followed. It is said that some firms have discharged all Ningpo hands where possible, hoping to avoid any further trouble with them.

THE WASHERMEN.
recommenced work last night, but only in secret and then with the assurance of police protection. To-day they have generally turned to and the streets of clean white clothes is breaking up. This alone should prove a lesson to our civic administrators of the need for greater supervision of the classes who supply foreigners with necessities. The Council has, of course, plenty of work to do in other directions and its members give much valuable time to the transaction of other people's business than their own—all the same, these matters require earnest attention, and falling any other body it is to the Council we alone can look.

THE NATIVE VIEW.
Lieut. Colonel We and Commander Li both arrived in Shanghai and have been in conference with Taotai Tsai, Li, and Shih, with reference to the Ningpo difficulty, but have arrived at no definite decision. It is said that Nien, in discussing the matter, did so very reasonably, and said—since the Ningpo Guild was agreed to be left to the Ningpo people by a document signed by eleven French Consuls, there had been no dispute and there was peace between the Chinese and foreigners. The French, therefore, ought not

NOTES FROM THE NORTH.

(From our own Correspondent.)

TIENTSIN, July 16th.

My last few letters have been very dry, that is, I have harped pretty persistently upon the drought. Now it is raining. All around me the continual metallic gurgle affected by rain drops when they are penetrating the interior of an iron house-plate and descending upon a sharp angled joint at the bottom, testifies to the fact. So do several unsightly patches on the walls around me, growing visibly larger and darker. So too, do the Friday-like footprints of the crows' fair hoof in my hall. But we must not grumble. This is St. Swinburn's Day in addition to being the first day of the first hot F., and by rights it ought to rain for 40 days more or less, if St. Swinburn holds sway in the East.

At last I have something to send you, namely the bona fide agreement signed and sealed between the Tungli Yamen and the Peking Syndicate Ltd. or the Anglo Italian Syndicate as it used to be known. This is the first agreement of the kind ever made in China, and it is a matter for great congratulation that it is with Britishers. The P. & T. T. is the first paper in China to publish the English version, but several copies have been sent home. Attached to the text is a very neatly executed photo of the last page of the document showing the signatures of the contracting parties, also a map showing the precise area covered by the concession, and also the locality of the deposits which are coal, iron and petroleum.

PEKING SYNDICATE AGREEMENT.

Regulations agreed upon by the Shanai Bureau of Trade and the Peking Syndicate for mining purposes, iron works and transporting mineral products of all kinds in the Province of Shanai:

1.—The Governor of Shanai having sanctioned the request of the Shanai Bureau of Trade for the sole right to open and work coal and iron mines throughout the Districts of Yü-hsin and Ping-tung-chow, and the Prefectures of Lu-an-fu, Tse-chou-fu and Ping-yang-fu, and also petroleum wherever found the several concessions granted are now transferred for operation to the Peking Syndicate for the period of sixty years. Mining engineers shall first be sent to find in what township and hills the mines are situated and what they produce, and make maps thereof with explanations inserted, which shall be submitted to the Governor of Shanai that he may see that the proposed works are not injurious to the place, and he shall report thereon to the Tungli Yamen for record and at the same time issue a permit for the mines to be opened without the least delay.

If mining lands belong to the people, the lease or purchase shall be made by arrangement with the owners for a reasonable price; if the Government land, the tax to be paid on it shall be double the ordinary land tax for that locality.

2.—The Governor of Shanai has authorized the Bureau of Trade to negotiate a foreign loan not to exceed Taels 10,000,000; should the mining engineers employed find this sum insufficient, the Bureau may borrow more only of the Peking Syndicate.

3.—All matters of administration, exploitation, employment and finance shall be controlled by the Board of Directors of the Peking Syndicate and the Chief Shanai Bureau of Trade shall cooperate.

4.—Each mine must have one Foreign and one Chinese manager, the Foreigner to control the works, the Chinese to attend to all matters between natives and foreigners. Accounts will be kept by the foreign systems and payments of money by the Chinese. The Chinese manager and audited by the Chinese manager. At all times Chinese should be employed as much as possible. All salaries to be paid by the Syndicate.

5.—When prospecting for mines, if there be any boring or sinking of pits to examine mineral deposits, an arrangement should first be made with the land owner to compensate him for any crops injured. If a mine be opened on private land an arrangement must be made with the co-operation of the local officials to lease or buy the land for a reasonable price, fair to both parties as a measure of justice. Wherever land leased or bought for mines contains cemeteries or mortuary shrines some plan must be devised to avoid them; there must be no excavation. After mines are opened, should there be damage to life or buildings from subsidence in the mines, the Syndicate shall make charitable compensation.

6.—Wherever mines are worked there shall be paid yearly to the Chinese Government as producers' tax (Le-ti-shun), 5 per cent. on the cost of extracting the output of the mines. From the profits shown by the yearly accounts there shall first be paid 6 per cent. interest on the capital employed, and next 10 per cent. shall be set aside as a sinking fund for yearly repayment of capital and consequent reduction of interest, payments to sinking fund ceasing when the invested capital is wholly repaid and from the remaining net profit 10 per cent. shall be paid to the Chinese Government and the remainder shall go to the Syndicate for its own disposition.

In future, wherever foreign capital is used to work coal or iron mines in China, this rule for a 5 per cent. Government tax on the output shall be enforced, so that all may be treated alike. This capital being money lent by merchants for mining purposes, the Chinese Government will not in any way be responsible for losses incurred in the business.

7.—The area of mineral districts of Yü Hsin, Ping-tung-chow, Tse-chou-fu, Lu-an-fu is very extensive and many mines may be worked there. But the accounts and profits of each mine must be kept distinct from the others; the gains of one mine should not be made to offset the losses of another and so cause the Government income to suffer reduction.

8.—All machinery, materials and supplies needed for the mines shall on importation be subject to the rules in force with the Keping and other mining companies and pay one full duty and a half to the Maritime Customs and shall be exempt from all inland duties. The products of the mines when exported from a seaport shall pay export duty according to the Customs tariff.

9.—The Syndicate is to control the mines for 60 years, on expiration of which term all the mines of the Syndicate whether new or old, profitable or not shall be sold to the Chinese Government, and in due time the Bureau shall request the Governor of Shanai to send deputies to take delivery.

10.—It is important that at each mine measures should be taken to prevent discord between officials and people. For this purpose the

Bureau should request the Governor to appoint a deputy, and the Syndicate should nominate one of the gentry, the salaries of both to be paid by the syndicate.

11.—On first opening mines, foreigners must of course be employed as mining engineers and foremen, but later on the Bureau and the Syndicate should arrange to select for such positions any Chinese who may be proficient in mining engineering or managing works. For subordinate positions of little responsibility Chinese should be entirely employed and Shanai natives as much as possible so as to encourage improvement.

12.—The miners employed should be chiefly Shanai men and should be paid fair wages. After the mines are opened the Bureau and the Syndicate should select from European and American mining regulations, suitable ones to apply to questions of compensation to miners for injuries while at work, to pensions for the aged after long service, the limit of daily working hours, &c., and obtain for such regulations the approval of the Governor.

13.—In opening the mines the Syndicate shall establish a school of Engineering and Mining in some locality convenient to the mines, and there shall be selected 20 or 30 promising youths by the local officials and sent to study in this school under foreign instructors and thus prepare for future employment on railways and in mines. The expenses for this school to be met by the Syndicate.

14.—The silver Taels 10,000,000 to be loaned to the Bureau of Trade by the Peking Syndicate is an estimated sum. After the capital necessary for opening each mine has been supplied by the Syndicate, the Syndicate will be authorized to print share certificates and conditions for the capital furnished and fix the time of sale. Chinese merchants who apply for shares within the fixed time shall be allowed to buy of shares for sale any number they wish.

15.—Chinese merchants who wish to buy shares may get them from the Bureau who will procure them at current market rates; or they may themselves buy or sell the shares at pleasure.

If any Chinese gentry or merchant shall within the term of 60 years acquire three lots of all the shares of any one mine, that mine may then be redeemed from the Syndicate and the Bureau shall report upon same and direct that shareholder to take charge of the mine.

16.—If within the area authorized for opening mines there be mines already worked by the people, such private mines shall not be appropriated, but if a proprietor be willing to lease or sell his mine, the Bureau and the Syndicate shall offer a reasonable price for it, but no compulsion shall be used.

17.—Whenever it is necessary for any mine to make roads, build bridges, open or deepen rivers or construct branch railways to connect with main lines or with water navigation to facilitate transport of Shanai coal, iron and all other mine products from the Province, the Syndicate or reporting to the Governor of Shanai is authorized to proceed without asking for Government funds. Regulation for the branch railway, are to be made in due time. With reference to the Ching-ling-Yan railway, for construction of which the Bureau has borrowed capital from others, the Peking Syndicate, to avoid disputes, shall not construct any railway within 100 li on each side of it.

Private land required for the works authorized as above, shall be leased or bought according to the rules already in force with other public companies. No encroachment of private property shall be allowed, and the local authorities must be applied to for protection.

18.—At the end of every year a printed account of profit and loss shall be rendered by each mine to the Bureau, and each mine shall appoint one Chinese and one Foreign auditor to examine the accounts and certify that they are correct, and a general account of profit and loss for all the mines shall be jointly prepared and submitted to the Governor, who will send copies to the Tungli Yamen and Board of Revenue for audit. Payments due to the Government shall be remitted at same time.

19.—The mines being under the sovereignty of China, should China ever be at war with another country the Syndicate will obey the orders of the Chinese Government prohibiting any aid to the enemy.

20.—These regulations shall be made out both in Chinese and Foreign text, each party to have a copy for reference.

Signed in Peking on the twenty-first day of May, 1898, being the second day of the 4th month of the 24th year of the Emperor Kwang Hui.

Signature of the (Signed) A. LUZZATTI, Chief of the Shanai, Gen Agent of the Bureau of Trade, Peking Syndicate, Ltd.

The area of Shanai is 55,000 square miles, and over two thirds of this area is covered with coal from twenty to forty feet thick. The deposit is remarkably uniform and almost horizontal. In the western half of the province it is bituminous and cokes well; in the Eastern half anthracite, extending into the north of Honan. It is estimated that there are six hundred and thirty thousand millions of tons of anthracite coal alone. The situation in China to-day therefore is briefly this:—Russia—Mongolia, Manchuria, Liaoning and railway from Peking to Hankow.

Germany—Kiaochow with mining and railway from Tientsin to Nanjing.

France—Integrity of provinces south of Yangtze. Railway privileges to Yunnan.

Japan—Integrity of Fokien Province.

America—Preliminary contract for railway from Hankow to Canton.

England—Wei-hai-wai. China's pledge of Yangtze valley. Railway privileges in Yunnan. China's Coal. Railway Shanghai to Nanking and also Hankow.

We have nearly had a

SAD BATHING FATALITY

by which one of our best respected families would have lost three bouncing daughters, but very happily the girls were rescued, though when they lay unconscious on the beach for some time, and it was distressing to see the anxiety of their friends. It all happened through the under-current, as they were foolishly bathing at ebb tide. It will prove a sharp lesson to some reckless bathers, and happily prevent such imprudence in future.

Col. Danby passed through here on his way home this week. It will probably be long ere such a second is employed by any other American Minister. The Government are going in strong for

EDUCATIONAL REFORM,

and I hear it has been decided not to wait till the building is ready before inaugurating the New Peking University, but to utilize one of the old imperial palaces to start with, and the temples throughout the empire for branch colleges. The Emperor has sent to Japan to procure the plans of the Imperial University of Tokyo and one said it will be built in Peking, Dr. Martin is said will be the President.

NOTANDA.

CALENDAR.

JULY.

Meteorological means based on ten years' observations to 1895.

Barometer 29.53

Thermometer 83

Humidity 81

Rainfall 15.98

TO-DAY.

On date at 4 P.M.

Barometer 29.54

Thermometer 80

Humidity 81

Rainfall 0.48

TO-DAY.

Thursday, 28th July, 1898.

Chinese—10th of 6th moon of 34th year of Kwong-ti.

Sun—Rises 5hr. 31min.

Sets 5hr. 31min.

High water—Morning 5hr. 31min.

Afternoon 10hr. 31min.

Low water—Morning 5hr. 31min.

Afternoon 10hr. 31min.

ANNIVERSARIES.

1750—Earl of Essex beheaded.

1794—Robespierre guillotined.

1854—Nanking re-taken by the Imperialists.

1878—Death of the infant prince Tsu-tao-Moyo, heir to the Japanese throne.

1883—The s.s. *Leusang* wrecked off Port Arthur.

TO-MORROW.

Friday, 29th July, 1898.

Chinese—11th of 6th moon of 34th year of Kwong-ti.

Month of the Festival of All Souls.

Sun—Rises 5hr. 31min.

Sets 5hr. 31min.

Annular Eclipse of the Sun, invisible in Hongkong.

Moon—New Moon 11hr. 35min. 6m.

High water—Morning 5hr. 31min.

Afternoon 10hr. 31min.

Low water—Morning 5hr. 31min.

Afternoon 10hr. 31min.

ANNIVERSARIES.

1588—The Spanish Armada dispersed by the British Fleet.

1858—Treaty between United States and Japan signed.

1889—Great earthquake at Komsomoto, Japan.

1894—Defeat of the Chinese by the Japanese at Yashan.

1896—Severe typhoon in Hongkong and Macao; great damage to house property.

SHIPPING AND MAIL NEWS.

MAILS DUE:

Indian (*Chalydra*) 30th inst.

French (*Salade*) 30th inst.

Canadian (*Empress of China*) 3rd prox.

American (*Coptic*) 4th prox.

Tacoma (*Columbia*) 17th prox.

American (*Gothic*) 23rd prox.

THE O. S. Co.'s steamer *Deucalion* will leave Borneo for this port on the 30th inst., and may be expected to arrive here on the 5th prox.

THE Nippon Yusen Kaisha's steamer *Isada Maru* (Europe Line) left Kobe for this port yesterday, the 27th inst., and is expected to arrive here on the 1st prox.

THE Nippon Yusen Kaisha's steamer *Idzumi Maru* (Bombay Line) left Singapore for this port yesterday, the 27th inst., and is expected to arrive here on the 1st prox.

THE Canadian Pacific Railway Co.'s steamer *Empress of China*, arrived at Nagasaki at 5.30 a.m. to-day, the 28th, and will leave at 8 p.m. for Shanghai, where she is due to arrive at 11 a.m. to-day, the 30th inst.

THE Canadian Pacific Railway Co.'s steamer *Empress of Japan* arrived at Kobe at 10.30 p.m. on the 26th; and left at noon on the 27th, for Yokohama, where she is due to arrive at 11 a.m. to-day, the 28th inst.

HONGKONG AND WHAMPOA DOCK RETURNS:

Isadora from at Kowloon Dock

Ningchow " " "

Tallman " " "

Rejo " " "

Prins Heinrich " " "

Thales " " "

Shantung " " Cosmopolitan

Arrivals from Agents.

July 26 *Nanyang* Amoy, L.Y.S. & Co.

27 *Kiangshih* Hongkong, Tung Kee

27 *Haiman* Hongkong, J. M. & Co.

27 *Kowkong* Hongkong, J. M. & Co.

27 *Wingang* Shanghai, J. M. & Co.

Departures for Agents.

July 27 *Nanyang* Straits, L.Y.S. & Co.

27 *Kailong* Shanghai, B. & S.

27 *Haiman* Hongkong, J. M. & Co.

27 *Wingang* Hongkong, J. M. & Co.

27 *Kowkong* Amoy, J. M. & Co.

1st Port—*Kiangshih*.

If the sufferer from Consumption, Scrofula and General Debility will try Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites, they will find immediate relief and a permanent benefit. The Medical Profession in the various countries of the world universally declare it a remedy of the greatest value, and as it is very palatable it can be readily taken by the most sensitive stomach, and will never fail to give relief and comfort to the sufferer. Any Chemist can supply it. Sole Agents for Hongkong and the Empire of China:—Watkins & Co., Hongkong.—Advt.

To be Let.

TO LET.

GODOWN IN BLUE BUILDINGS.

FLOORS IN STANTON and ELGIN STREETS.

No. 5, RIFON TERRACE.

No. 3, ELGIN STREET.

Apply to

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 25th July, 1898. [12]

TO BE LET IMMEDIATELY.

THOMSEN'S HOTEL, KULANGSU, AMOY, For sale to be taken over.

For particulars apply to

J. E. THOMSEN & CO., Amoy.

30th June, 1898. [11]

Auction.

PUBLIC AUCTION.

M. R. GEO. LAMBERT has received instructions from the Mortgagees to sell by PUBLIC AUCTION, ON FRIDAY, the 31st August, 1898, at 3 P.M., On the Premises.

VALUABLE LEASEHOLD PROPERTIES.

Known as No. 91, 94, 96, 98, 100, 102, 104, 106, 108, 110 and 112 Queen Road East and registered in the Land Office as SECTION B. OF MARINE LOT No. 31 and SECTION A. OF MARINE LOT No. 36.

The properties are held for the unexpired residue of two several and respective terms of 999 years under Crown Leases both dated the 24th May 1854.

The area of the said properties is as follows:—Section B. of Marine Lot No. 31—500 square feet. Proportion of Crown Rent \$12.00 per Annum.

Section A. of Marine Lot No. 36—7887 square feet. Proportion of Crown Rent \$139.08 per Annum.

The said properties will first be put up for sale in ONE Lot and if unsold the same will then be put up for sale in eleven lots.

For further particulars and conditions of sale, apply to

Mr. GEO. P. LAMBERT, Auctioneer, or to Messrs. DEACON & HASTINGS, Vendor's Solicitors, 35, Queen's Road, Hongkong, 25th July, 1898. [908]

Intimations.

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS, PRAYA CENTRAL, HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTJENS' GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PATENT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK AT REASONABLE PRICES.

CHS. J. GAUPP & CO., CHRONOMETER, WATCH, AND CLOCK MAKERS, JEWELLERS, SILVER SMITHS, AND OPTICIANS, CHARTS AND BOOKS, NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audemars' Watches awarded the highest prizes at every Exhibition, and for Volkmann and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES, and SPECTACLES. Nos. 54 & 56, Queen's Road Central [40]

THE LEADING CATERERS.

COMPARE OUR MENU, BILLIARD TABLES and LIQUORS to all others.

THE GRILL ROOM. Hongkong, 1st September, 1897. [39]

MITSUBI BUSSAN KAISHA. No. 8, 1st House Street, Praya Central.

Head Office—TOKIO. Branch Office—LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHANG and all Ports in JAPAN.

Agents:—Milk Coal Mines, Onnara Coal Mines, Kanada Coal Mines, Tokyo Marine Insurance Co., Limited, Meiji Fire Insurance Co., Limited, Imperial Government Paper Mills, Japan, Cotton Cleaning and Wkg. Co., Shanghai, Onoda Cement Company, Japan, Kanagawa Cotton Spinning Mill, Japan, The Milke Cotton Spinning Mill, Limited, Tokyo Cotton Spinning Mill, Japan, Hayashi Clock Factory.

Hongkong, 11th December, 1896. [41]

DENTISTRY.

DR. SUI SANG, (Lately Practising with Dr. I. SAKATA), DENTIST, No. 8, Queen's Road Central, Hongkong, 9th February, 1898. [52]

SIEN TING, SURGEON DENTIST, No. 10, DAGUILLAR STREET, TERMS VERY MODERATE, Consultation free. Hongkong, 21st September, 1897. [43]

MEE CHEUNG, PHOTOGRAPHER, TOP FLOOR OF ICE HOUSE, 10, JIN-HOON ROAD.

IS now in a position, in his New and Commodious Premises, to collect, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East. GROUPS AND VIEWS at a specialty. Hongkong, 22nd September 1897. [62]

NOTICE.

Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or members of the Crews of the following Vessels during their stay in Hongkong Harbour:—ANGEL, Brit. str. Wm. Ward—Doddwell, Cardiff & Co. BURGAS, Spanish str., Madrigo—Barrado & Co.

Intimations.

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE SIXTY-FOURTH ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, No. 18, Bank Building, Queen's Road Central, on TUESDAY, the 2nd August, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th instant to 2nd August inclusive.

By Order of the Board of Directors.

T. ARNOLD, Secretary. Hongkong, 15th July, 1898. [866]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 13th day of August next at Noon for the purpose of receiving the Report of the Court of Directors together with a Statement of accounts to 30th June, 1898.

By Order of the Court of Directors.

T. JACKSON, Chief Manager. Hongkong, 15th July, 1898. [903]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the REGISTERS of SHARES of the Corporation will be CLOSED from SATURDAY, the 30th July current to the 13th day of August next (both days inclusive) during which period no transfer of Shares can be Registered.

By Order of the Court of Directors.

T. JACKSON, Chief Manager. Hongkong, 25th July, 1898. [904]

A LONG FELT WANT AT LAST SUPPLIED.

WANTED! WANTED! WANTED! ONE HUNDRED PERSONS TO COME EVERY DAY TO THE ROSHERVILLE OF THE FAR EAST.

THE PLACE TO SPEND A HAPPY DAY. THE WATERFALL INN. A BOON FOR ALL.

THE Steam Launch "SHUN LEE" will leave the NEW STONE PIER at the foot of Pottinger Street, at 5.15 P.M. sharp, for WATERFALL BAY, where there is a Long Pier and Bungalow erected for Bathing purposes, returning for VICTORIA at 7 P.M. Every Day.

Season Tickets, (5 months) \$20 Monthly \$5 Single \$1 Trip \$1

Towel and Bathing Suits supplied. Special arrangements for Schools and Families. COME AND SEE WHAT A GOOD THING IS OPEN FOR YOU.

Mr. EDWARDS holds a License, and Refreshments can be had on the Premises.

COME ONE, COME ALL, ALL ARE WELCOME. The cheapest and most pleasant way of spending a few hours during Summer months.

The cause of so much sickness among the Middle and Poorer class of Europeans is the absence of all means of recreation. If some means could be adopted for daily trips in a Steam Launch with sea Bathing it would mean the alleviation of much suffering among the people that have to spend their days during the Summer months in the office, and the nights in miserable Tenements that are only fit for Chinese, and I believe it would be the cause of a great reduction in the annual death rate.

Dr. P. B. C. AYRES in his Annual Report.

LOOK OUT. On SATURDAY the Launch will make an Extra Trip starting from Pottinger Street Wharf at 3 P.M. sharp returning for Victoria at 12 (midnight).

On SUNDAY the Launch will leave the Wharf at 3 P.M. returning for the usual 5.15 P.M. trip. Finally returning for Victoria at 7 P.M.

EXTRA TRIPS. Subscribers \$50 Non-Subscribers \$100

TICKETS to be had on the Launch, or on application to JAS. EDWARDS, Manager, 17, Praya Central. Hongkong, 12th July, 1898. [785]

LEVY HERMANOS. DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

Sole Agents in the East for the amalgamated, CLUNKER, HUMBER and GLADIATOR CO., LTD. DUNLOP TYRE'S BICYCLES—PRICE—\$185. A special reliable Watch made for this Climate. Quality A \$16 Quality B \$12

10, QUEEN'S ROAD CENTRAL, Opposite the Telegraph Office.

MANUFACTORY all sorts of OIL PAINTS and COLOUR-WASH PREPARED IN ALL COLOURS TO SUIT PURCHASERS.

GENERAL AGENCY. BAILEY'S ENGINEERING AGENCY, 17, PRAYA CENTRAL, Hongkong, 14th May, 1898. [79]

KUHN & KOMOR, JAPANESE FINE ART CURIOS, 21 & 23, QUEEN'S ROAD, HONGKONG, 25, WATER STREET, YOKOHAMA and 34, DIVISION STREET, KOREA. Hongkong, 15th March, 1897. [94]

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"BORNEO," FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at *their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—From Italy, *et cetera*, S. S. *Suffit*. Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M. TO-DAY.

Goods not cleared by the 28th instant, at 4 P.M. will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE, Superintendant. Hongkong, 22nd July, 1898. [1-5 6]

NOTICE TO CONSIGNEES.

FROM MIDDLESBRO, LONDON AND SINGAPORE.

THE Steamship

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
YAMASHIRO MARU	THURSDAY ISLAND, PORT DOUGLAS, TOWNSVILLE, MACRAE, BRISBANE, SYDNEY AND MELBOURNE.	TO-MORROW, 29th July, at Noon.
INABA MARU	MARSEILLES, LONDON, AND ANTWERP, VIA SINGAPORE, COLOMBO AND PORT SAID.	TUESDAY, 2nd August, at 4 P.M.
IDZUMI MARU	KOBE AND YOKOHAMA.	THURSDAY, 4th August, at 4 P.M.
SENDAI MARU	VLADIVOSTOK, VIA SHANGHAI, CHEFOO, CHERMULPO, NAOSAKI, FUSAN AND GENSAN.	FRIDAY, 5th August, at Noon.
KINSHU MARU	SEATTLE, WASH., U.S.A., VIA KOBE AND YOKOHAMA.	SATURDAY, 6th August, at 4 P.M.
MATSUMURA MARU	BOMBAY, VIA SINGAPORE AND COLOMBO.	TUESDAY, 12th August, at Noon.
KAMAKURA MARU	MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.	TUESDAY, 16th August, at 4 P.M.

*Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailing, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 25th July, 1898.

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCOW.

THE Company's Steamship

"HAIMUN,"
Captain Hodgins, will be despatched for the above Ports, TO-MORROW, the 29th instant, at 10 A.M.

For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.
Hongkong, 28th July, 1898. [913]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SAMARANG AND SOERABAYA.

THE Company's Steamship

"SHANTUNG,"
Captain Fremont, will be despatched as above TO-MORROW, the 29th instant, at Noon.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 28th July, 1898. [900]

NORDEUTSCHER LLOYD.

NOTICE.

STEAM TO SHANGHAI.

THE Company's Steamship

"PRINZ HEINRICH,"
Captain O. Coppers, will leave for the above place from No. 1 Kowloon Dock TO-MORROW, the 29th instant.

The exact hour of departure will be fixed later on.

For further Particulars apply to
MELCHERS & Co.,
Agents.
Hongkong, 26th July, 1898. [885]

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"FATHAN,"
will sail on the 29th July, 1898.

S.S. "SIKH" about 13th Aug., 1898.
S.S. "ARGYL" 31st Aug., 1898.
S.S. "MACDUFF" 15th Sept., 1898.
S.S. "GHAZEE" 30th Sept., 1898.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 27th July, 1898. [293]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship

"OOPACK,"
Commander J. Birter, will be despatched as above on or about the 29th instant.

For Freight, &c., apply to
HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 25th July, 1898. [906]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON, VIA STRAITS.

(Taking Cargo at through rates for LIVERPOOL, GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)

THE Company's Steamship

"PAKLING,"
Captain H. L. Allen, will be despatched as above on or about the 29th instant.

For Freight, &c., apply to
HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 13th July, 1898. [861]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"KNIGHT TEMPLAR,"
Captain W. W. Pain, R.N.R., will be despatched for the above Ports on SATURDAY, the 30th instant, at Noon, instead of as previously advertised.

For Freight or Passage, apply to
DAVID SASSOON, SONS & CO.,
Agents.
Hongkong, 27th July, 1898. [893]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"GUTHRIE,"
Captain Craig, will be despatched for the above Ports on TUESDAY, the 2nd August, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 25th July, 1898. [901]

SAILING VESSELS.

FOR NEW YORK.

"THE 1st" A Norwegian Bark
996.

"PRINCE ARTHUR,"
Captain Olsen, having arrived will load here for the above Port, and will have quick despatch.

For Freight, apply to
ARNHOLD, KARBERG & Co.,
Agents.
Hongkong, 12th July, 1898. [858]

FOR SAN FRANCISCO.

THE 100 A British Ship

"HAWTHORNBANK,"
Greig, Master, now loading here for the above port and will have quick despatch.

For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 14th July, 1898. [244]

Mails.

NORTHERN PACIFIC STEAMSHIP COMPANY.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA.

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Olympia 2,605 | T. H. Dobson Aug. 6.
Columbia 2,605 | A. Gow Aug. 23.
Tacoma 2,549 | A. Dixon Sept. 17.
Victoria 3,467 | J. Truebridge Sept. 27.

ALSO

FOR PORTLAND, OREGON,

IN CONNECTION WITH

OREGON RAILROAD AND NAVIGATION COMPANY.

Bratmar 3,601 | E. Porter Aug. 13.
Mogul 3,654 | W. H. Wright Sept. 10.
Bratmar 3,601 | E. Porter Nov. 5.

THE attention of Passengers is directed to the very cheap rates offered by this Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Table, DOCTOR and STEWARDSS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £38.

Rates of Passage to other Ports on application. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to
DODWELL, CARLILL & Co.,
General Agents.
Hongkong, 25th July, 1898. [1]



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA,

ADEN, EGYPT, MEDITERRANEAN

PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"COROMANDEL,"
Captain F. N. Tiltard, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 6th August, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to
H. A. RITCHIE,
Superintendent.
Hongkong, 23rd July, 1898. [5]

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR

SINGAPORE, COLOMBO, ADEN, SUEZ,

PORT SAID, NAPLES, GENOA,

ANTWERP, BREMEN AND HAMBURG,

PORTS IN THE LEVANT.

BLACK SEA AND BALTIC PORTS:

ALSO

LONDON, NEW YORK, BOSTON,

BALTIMORE, NEW ORLEANS,

GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT

SOUTHAMPTON

TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH

BILLS OF LADING FOR THE PRINCIPAL

PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG,

(SUBJECT TO ALTERATION.)

Prinz Heinrich Wednesday | 17th Aug.
Prinzess Wednesday | 14th Sept.
Darmstadt Wednesday | 12th Oct.
Sachsen Wednesday | 9th Nov.
Bayern Wednesday | 7th Dec.
Prinz Heinrich Wednesday | 4th Jan. '99.

ON WEDNESDAY, the 17th day of Aug., 1898, at 9 A.M., the Company's Steamship

"PRINZ HEINRICH" Captain O. Coppers, with MAELS, PASSENGERS, SPECIE & CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 15th August. Cargo and Specie will be received on board until 5 P.M. on TUESDAY the 16th Aug., and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 16th Aug. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic Measure.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

For further Particulars, apply to
MELCHERS & Co.,
Agents.
Hongkong, 20th July, 1898. [885]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1898.



1898.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—5,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 10th August, 1898.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 31st August, 1898.
EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 28th Sept., 1898.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Pedder's Street.
Hongkong, 20th July, 1898. [3]

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO

JAPAN, THE UNITED STATES, MEXICO,

CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 13th Aug., at Noon.
Galle (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 1st Sept., at Noon.
Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 20th Sept., at Noon.

THE Company's Steamship

"COPTIC,"
will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on SATURDAY, the 13th August, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until Five P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent,
Hongkong, 22nd July, 1898. [2]

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Glengyle (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 4th Aug., at Noon.

THE U. S. Mail Chattered Steamship

"GLENGLYLE,"
will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on THURSDAY, the 4th August, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS to EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNITED PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct line.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent,
Hongkong, 12th July, 1898. [1]

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

J. EYES FLUID

THE BEST DISINFECTANT.

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co.,

Bank Buildings.

Hongkong, 6th March, 1897. [11]

Printed and Published by ETHELBERG

FORBES SKETCHLY, at No. 6, Pedder's Hill, in the City of Victoria, Hongkong.

DR. KNORR'S ANTIPIRYNE

DR. OVERLACH'S MIGRAININE

"LION BRAND"
In Powder and Crystals, also in Drops of 5 grains, easily soluble in Water, Wine, &c.
FEVER, RHEUMATIC and NEURALGIC AFFECTIONS, NERVOUS AFFECTIONS.

ARGONIN

(Registered Trade Mark.)
SOLUBLE CASEIN-SILVER PREPARATION.
Used in Gonorrhoea in 1 to 2 per cent. solution possesses similar bactericidal action to silver nitrate, but is distinguished by complete absence of irritating properties.
It is requested that the directions on the boxes for making solutions shall be implicitly followed.

CHINA EXPORT, IMPORT & BANK CO.

SOLE AGENTS FOR CHINA.

BEWARE OF SPURIOUS IMITATIONS!

I SAY! HERE'S SOMETHING GOOD.

THE OLD MAN'S ON DECK AGAIN

AT

THOMAS'S GRILL ROOMS.

WHAT'S THE MATTER WITH THIS

TARIFF?

BREAKFAST \$ 0.55
DINNER 0.75
3 MEALS DAILY (Monthly Rate) 40.00
1 Tiffin 15.00
1 DINNER 20.00
Tiffin & Dinner 30.00
BREAKFAST & Tiffin 25.00
BREAKFAST